

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,279. 號玖十柒百貳千壹萬壹第 日陸月捌年六十二緒光 HONGKONG, SATURDAY, SEPTEMBER 29TH, 1900. 陸拜禮 號玖十貳月玖年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

WATSON'S
VIN DE QUINQUINA.
Invaluable TONIC and RESTORATIVE especially adapted for convalescents from MALARIAL FEVERS and other CLIMATIC DISEASES.

A. S. WATSON & CO. LIMITED,
ESTABLISHED 1841. [1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS, SINCE 1815, Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, PRAYA CENTRAL.

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for it—**LANE, CRAWFORD & CO.** Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned. Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, PRAYA CENTRAL. Hongkong, 23rd July, 1897. [148]

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN NET

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong. [142]

HONGKONG HIGH-LEVEL TEAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAY.
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAY.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
From 11.00 a.m. to 3 p.m. Every quarter of an hour
3.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road, Central.
JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st May 1899. [1033]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

ROKIRDY & CO.,
43 & 45, Queen's Road East. Hongkong, 3rd November, 1899. [2509]

RUINART PERE & FILS, REIMS
ESTABLISHED 1719
CHAMPAGNE GROWERS AND SHIPPERS
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents. Hongkong, 17th Mar. 1895. [152]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 57½ lbs. net or Factory \$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO., General Managers. Hongkong, 2nd July, 1900. [1696]

THE NEW SUMMER DRINK.

COLD BOVRIL AND SODA WATER.

Dr. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting article on

"WHAT SHALL WE DRINK?"

In which he says—
"The great question of these tropical days is 'What Shall We Drink?' I think all medical men are agreed that the less alcohol we consume in hot weather the better for us. Even light beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish to keep moderately cool."

"For those who are engaged all day let me recommend a novel combination—I mean a little Bovril (cold of course), made in the ordinary way, and added soda water. I have found this drink sustaining and pleasant."

WATKINS, LIMITED,
AERATED WATER MANUFACTURERS. [112a]

BISMARCK & CO.,
27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAILWAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

ALE AND STOUT IMPORTERS.

LONDON ... HANGHONG STREET, E.C.
GLASGOW ... ST. ENOCH'S SQUARE.
SHANGHAI ... FOOCHEW ROAD.
SINGAPORE ... RAFFLES QUAY.
HONGKONG ... 15, QUEEN'S ROAD.

COTTAM & CO.,
HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE), AND

WHITE CANVAS BOOTS and SHOES, &c., &c. [35a]

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED " 3 feet 1 inch by 4 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

FURNISHING DEPARTMENT,

LANE, CRAWFORD & CO.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG. [390a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.** [41a]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. MADE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: Ice House Stairs (New Victoria Hotel)

LIGHT TABLE WINES.

	1 Doz. QUARTS.	2 Doz. PINTS.
MEDOC	\$4.50	\$5.00
CALIFORNIA CLARET	4.50	5.00
CALIFORNIA ZINFANDEL	5.00	5.50
ST. JULIEN	6.50	7.50
CALIFORNIA HOCK	6.00	7.00
CALIFORNIA RIESLING	6.00	7.00

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

15, QUEEN'S ROAD.

ROBINSON PIANO CO. LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS

OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO. LD.

2199a]

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

NOTICE OF FIRM.

WE have this Day authorised Mr. DUNCAN CLARK to SIGN our

Firm per PROCURATION.

LANE, CRAWFORD & CO.

Hongkong, 27th September, 1900. [2521]

NOTICE OF REMOVAL.

MR. A TACK'S FURNITURE STORE

will be REMOVED to DES VEXU

ROAD, New Praya, opposite the Office of the

P. and O. S. N. Co., on or about the 30th inst.

owing to the decorations not being complete.

Business will not be transacted at the new building for two or three weeks, but will be resumed at an early date. Customers are respectfully requested to call at or send communications to Nos. 27 and 28, LEE YUEN STREET East, their temporary Store.

Hongkong, 27th September, 1900. [2514]

WANTED.

FOR a Month or Six Weeks a TEM-

PORARY CLERK in the A. S. C.

Office. Must be a thoroughly good Clerk and

Accountant. Apply to Officer COMMANDING

ARMY SERVICE CORPS, Head Quarter Office.

Hongkong, 28th September, 1900. [2522]

WANTED at Once, YOUNG MAN for

CYCLE STORE. Must have practical

knowledge of the business; guarantee required.

RAMSEY & CO.,

D'Agular Street.

Hongkong, 26th September, 1900. [2509]

WANTED.

HOUSE with 6-8 ROOMS near PEAK

ROAD, from 1st April.

Apply—**X. X.,**

Care of Daily Press Office.

Hongkong, 27th September, 1900. [2513]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the ZET-

LAND LODGE will be held at the

FREEMASONS HALL on MONDAY, the 1st

October, at 8.30 for 9 P.M. precisely. Visiting

Brothers are cordially invited to attend.

Hongkong, 27th September, 1900. [2515]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that LEVER BROTHERS, LIMITED, have, on the 25th day of June, 1900, applied for the registration, in Hongkong, in the Register of TRADE MARKS of the following TRADE MARK. The picture of a Monkey holding up a frying pan and the words "Monkey Brand" in the name of LEVER BROTHERS, LIMITED, who claim to be the proprietors thereof. The TRADE MARK is intended to be used by the applicants forthwith in respect of the following goods in Class 50:—Preparations, Compositions and Substances for Cleaning and Polishing such things as Furniture, Cutlery, China, Glass, Marble, Paint, Earthenware, Metal Goods and Buildings. A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 30th day of August, 1900.

DENNIS & BOWLEY,
Solicitors for the Applicants.

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. [2724]

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

The Rates of Premium for Home and foreign

residence are very moderate and consistent with

the risk. Immediate reduction to Home Rate

on return to Europe or other temperate climate.

For Proposal Forms, rates, and full particulars, Apply to

DODWELL & CO. LIMITED,

Agents

Hongkong, 9th November, 1899. [3—1873]

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedrooms Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [144]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The Peak, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsome Furniture and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from 54 s. day, inclusive

of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST-CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-

ment is pleasantly situated in the centre

of PRAYA GRANDE, facing south, with a

charming view of the sea on the front. Com-

fortable and well furnished Bedrooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1819]

VICTORIA HOTEL.

SHAMSEEN—CANTON.

THIS FIRST CLASS HOTEL having

been thoroughly renovated, and a new

specially built 3 Storey wing added to it, now

affords splendid Accommodation for 40 to 50

Visitors.

The Bed Rooms are airy and comfortably

furnished and the Dining and Sitting Rooms

are spacious and replete with every convenience

for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Best boards all Steamers on

their arrival and departures.

Telegraphic address "VICTORIA, Canton."

A. B. C. and A. I. Codes used.

MADAR & FARMER, T. F. D. ORUZ,

Proprietors.

Hongkong, 16th November, 1899. [144]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS
BRANDIES.

A.—Hennessy's Old Pale, Red

Capsule\$18.00

B.—Superior Very Old Cognac,

Red Capsule 21.00

C.—Very Old Liqueur Cognac, 24.00

V.O.—D.—Hennessy's Finest Very

Old Liqueur Cognac, 1872

Vintage, Red Capsule..... 36.00

All our Brandy is guaranteed to be PURE

COGNAC, the difference in price being merely

a question of age and vintage.

Smaller quantities and sample bottles will

be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be

genuine only when bought direct from us in

the Colony or from our authorised Agents at

the Coast Ports.

A. S. WATSON & CO., LIMITED,

QUEEN'S ROAD CENTRAL.

HEALTH.

At the Peak, Hongkong, on the 27th September,
the wife of J. B. PATRICKSON, of a son. (2539)
At 4, Kimberley Villa, Kowloon, on the 28th
September, the wife of ALEX. MACKENZIE, of a son. (2540)

The Daily Press.

HONGKONG OFFICE: 9, PRATA CENTRAL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, September 29th, 1900

During the Congress of the Royal Institute
of Public Health, held this year at Aberdeen,
Dr. PATRICKSON, whom all old residents
here remember, gave a lecture entitled
"Malaria a Sanitary Problem," which was
the feature of the Congress. The lecturer
pointed out that malaria, in spite of some-
what recent sporadic outbreaks, as an in-
digenous disease had ceased to exist in
Great Britain. He further said that the
problem of the prevention of malaria in
our tropical colonies and possessions was
one of the gravest that the Colonial Office
of late years had been called on to grapple
with. Although locally our reputation in
the matter of malaria stands higher than
that of those parts of the Dark Continent
known as "the white man's grave," the pre-
valence and virulence of the disease here
is sufficiently alarming to justify every effort
being made to lessen its relentless ravages.
As Dr. MANSON has said, the matter is one
of sanitation; and this outstanding fact
cannot be too frequently reiterated, nor too
prominently kept in mind. As noted by
Dr. CLARK in the Reports last week before
the Sanitary Board, all kind of dense under-
growth should be scrupulously kept down,
particularly if near human habitations; it
affords warmth and shelter to mosquitoes
during the cold dry weather which would
otherwise kill them off. A beginning in
this direction might be made on the various
roads leading from the lower levels to the
Peak; they are all, in very many places, far
too thickly overgrown. Ubiquitous grass-
cutters will, without being asked to do so,
clear off all grass; it affords them a more or
less succulent food for cattle in the wet
season, and cheap firing or stable-bedding
in the winter months. The many coarse
weeds, however, that spring up so rapidly by
the roadside, especially on rubbish dumped
down and left from building operations, are
of no use as fodder, littering, or fuel, and

grow and spread unchecked, unless rooted up. As this latter function appears to belong to no one in particular, they grow in tangled confusion, a menace to the public health. Paths leading to houses and turfed banks should all be regularly attended to. Servants should not be permitted to throw away broken crockery, empty butter-tins and jam-jars into any odd corner out of sight. This may seem a trifle, but a heavy shower falls, the cast-away articles are filled with rain-water, and being wholly undisturbed become prolific centres of mosquito life. The aspect of the sides of the Peak Road, from the Tram Station at Plantation Road, down to the first European houses just above Queen's Gardens, is not what it once was, and certainly not what it should be. Before the tram-line was laid, this road was the main, indeed the only, thoroughfare for those resident at the Peak. At the present moment it is practically used solely by natives. The Conservancy coolies are huge sinners in respect of the amount of matter dropped, accidentally or otherwise, over the wayside as they stagger down with their burdens. No doubt the Sanitary Board will, in time, be able more thoroughly to control the men guilty of this. The rooting up of undergrowth by road-sides and in nullahs, the better regulation of the Conservancy coolies, and much kindred matters, will have to be seriously taken in hand, if any organised movement is to be initiated to oust the mosquito, and with it malaria, from amongst us. The expenditure of a few hundreds, or even thousands of dollars, on this highly important duty of utterly destroying the mosquito's habitat must be regarded with equanimity. We must think of the many thousands of pounds sterling lavished in Australia in attempts to check the multiplication of the rabbit; and of the enormous outlay incurred in the United States to get rid of the common sparrow: though these were not the direct danger to human life that the different species of *culicidae* are. Now that so much trained attention is being bestowed on this particular by-path of entomology, we shall no doubt learn, eventually, that other diseases indigenous to the tropics are directly due to inoculation by the mosquito. Malaria and elephantiasis are already a heavy cross against this pest, and alone warrant the most strenuous efforts being put forth to exterminate it. Ailments hitherto attributed to the miasmata exhaled from rank tropical vegetation, to climatic conditions, or to the disturbance of soil composed of disintegrating granite, must now be ascribed to the subcutaneous transmission effected by the mosquito. The proboscis of the mosquito, as revealed to us beneath the magnifying eye of the microscope, is indeed a marvellously constructed organ. It is a perfectly equipped case of the most delicate surgical instruments. Here are its contents named in order of use: the keenest of lancets; a pair of fine-toothed saws, set back to back; a powerful suction-tube, through which the blood of its victim is drawn; and, lastly, an injection pipe, through which is squirted the subtle poison that causes the irritation and subsequent swelling, and which by the light of corroborated investigation, we know, holds the parasite that generates malaria, elephantiasis, or some other of the many disagreeable ills to which frail flesh is heir in the tropics. Accurately described, the wound inflicted by the mosquito is not a bite at all; for the flesh is not pinched, nipped, laid, or seized in any manner either by teeth or by anything equivalent to teeth. It is rather a comparatively deep incision. The intolerable smarting sensation may be partly a result of contact of the exposed edges of the wound with the air, directly the gutted insect withdraws its proboscis; but it is more probably very largely due to the after-effects of the injection. The liquid food of the mosquito, it should be noticed, is venous, not arterial blood. This is a most important factor in the mosquito's life-history, and deserves the closest attention. Generally stated, the arteries are too deeply seated to be reached by the minute instruments at the insect's disposal; or, rather, suitable veins are more readily accessible. The creature's food is also the medium whereby it infects as with disease. Venous blood, dark-coloured, devitalized, detritus-laden, flows sluggishly and evenly through the veins, and is less able to ward off the insidious attacks made on it by the imported parasite of disease than the bright, red, quickened, hematin-charged blood that pulses along the arteries. The mosquito, in fact, instinctively selects the feeblest of the two forms of blood as a medium of transmission. The after-swelling causes the lips of the puncture to close up tightly; and thus, hermetically sealed from the influences of light and air, enemies of all forms of disease, the implanted parasite is enabled to accomplish its mission the more thoroughly. This little scientific digression, we hope, is not wholly out of place. In view of the undisputed magnitude of the issues involved, we think it behoves the wardens of the public health of the Colony to bestir themselves, and to see that every thing possible is done to render our island an undesirable abode to all species of *culex*.

In the 24 hours ending at noon yesterday there were reported two fresh cases of plague and two deaths.

An explosion occurred on board the German Cruiser *Basard* on her way out to China, and when near Aden. Three men were killed and three injured.

The two lunks charged with assaulting a Chinaman at Wanchai were again brought up at the Magistracy yesterday and further remanded, the complainant being still unable to appear.

The chair coolies at the Peak have recently shown a disinclination to carry sun and rain blinds, and hence their customers have suffered. A number of them appeared at the Magistracy yesterday and were fined \$1 each.

The *Chun Fat* ferry launch, which runs from Hongkong to Yumati, was found to be overcrowded the other night, there being 23 passengers in excess of the number allowed. For this offence the master was yesterday fined \$50.

For some time past the coolies down Queen's Road Central have been in the habit of amusing themselves by throwing stones in the road. We live in Hotel, Li Ki, a shop coolie, who offended in this manner on Thursday, was caught by the bar-keeper and yesterday fined \$5 or 14 days.

Yesterday we received the following from the Chartered Bank:—"We have this morning received from our London Office the following telegram:—"At the approaching meeting of shareholders the Directors will recommend a dividend for the past half-year at the rate of 10 per cent. per annum, free of Income Tax."

A cook named Lo Ng and a hawk named Chan Hop were busy engaged battering one another in Queen's Road Central the other day when P. C. Brownfield appeared on the scene and took them both up to the Central Police Station. They were both scratched and bleeding about the face. "Yesterday Mr. Hazeland fined them each \$3, or 14 days, for committing a breach of the peace."

The private and public chair coolies at the Peak appear to be at daggers drawn just now. Several pitched battles have taken place between them recently, and some of them have been brought before Mr. Hazeland and bound over to keep the peace. Yesterday two coolies in the employ of the Harbour Master were the means of six public chair coolies being bound over, the complainants alleging that the defendants waylaid and assaulted them.

The Band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m. The programme is—
March....."Soldiers of Guard".....Levey
Overture....."Zampa".....Hesselt
Selection....."A Gaiety Girl".....Jones
Valse....."Eldorado".....Royle
Polka....."P. & O.".....Brookless
Selection....."Haddon Hall".....Sullivan
Dance....."Devil's Dance".....Solomon
"God save the Queen."

The Annual General Meeting of members of the Hongkong Hockey Club was held yesterday evening in the Cricket Club's Pavilion. The following officers were elected for the ensuing year:—President, Mr. J. Barton; Hon. Sec., Mr. F. B. Deacon; Committee, Mr. H. Strong, R.M.L.D., Capt. Bailey, R.A.M.C., Capt. Goodwin, R.A., Messrs. H. Pinckney, A. C. J. Stevens, R.G., and J. Hooper. The secretary referred to the non-punctuality in attending matches, and the crying off at the last minute from playing, which members indulged in last year, and said he hoped that it would not be the case in the approaching season.

Another book from the pen of Consul-General J. Willman will be published shortly. The title is "China's Open Door," being a brief historical sketch of China and her people. The Consul-General has been at work on the sketch during the past year and concluded it just as the outbreak of the Boxer trouble. No other recent work on China is just what this book is—an historical sketch of the Empire and its people from earliest times to the present day. This gives the book a unique interest and an absolute value, for it is written from the standpoint of a modern American, who is not only in touch with China and its problem, but is an earnest advocate of China's progress towards that civilisation which she is now seeking to retard. The book will contain an introduction by the Hon. Charles Deasy, former U. S. Minister to China, and this will give an additional value to the sketch.

The members of the Club Lusitano, which is regarded as the representative Club of the Portuguese community in Hongkong, celebrated the anniversary of the birthday of Their Faithful Majesties the King and Queen of Portugal yesterday by a dance in the Club premises at Shelley Street. As in former years the facade of the building was very gaily illuminated by gas and Japanese lanterns; in the centre right above the main entrance was placed a transparent portrait of Dom Carlos. The internal decorations were very simple, but effective. It is rather early in the season for dancing to be pleasant, yet the heat did not deter the more ardent lovers of the tango and other dances. Dancing was kept up with much spirit to the strains of the music provided by the excellent Band of the 22nd Bombay Infantry, which was present by the kind permission of the officers of that regiment. The Portuguese Consul-General, Senhor Comendador A. G. Romano, who is also the president of the Club, at the supper proposed the health of the King and Queen, which was enthusiastically received. Altogether a very pleasant evening was spent.

On the 24th inst. the Japanese cruiser *Asahi* reached Amoy from the Pescadores.

The new Japanese cruiser *Azuma*, of 9,430 tons, recently completed at St. Nazaire, France, is on its way out to the Far East, and will be followed by the armoured cruiser *Yakumo*, 9,350 tons.

We are requested to announce that the Cricket Ground will be open for cricket and teams on 1st October next to duly elected members and naval subscribers only; and that the usual opening match of First XI versus All Comers will be played on Saturday, 6th October, beginning at 11 a.m.

The following changes have taken place in the control of the Douglas Laprak & Co.'s line of steamers:—Captain Robson, who has come out from England after a six months' leave of absence, has been appointed to take command of the *S.S. Thales*, and Captain Passmore goes as chief officer of the *S.S. Haitan*. Mr. Fritchard has been appointed second officer of the *S.S. Fornosa*.

Sir Pertab, Singh, who is in command of the Jodhpore Lancers up North, and his polo team are said to have instituted a Cup for "first spear" in a Chinaman, and Sir Pertab is, we understand, bent upon winning it. He says that young men can win other cups after pigs, at polo, racing and otherwise, so that he, the veteran, ought to be allowed to win the Celestial Pig Cup.

An earthquake shock was severely felt in Ceylon on the morning of the 10th inst. It was slightly noticed in Madras, and carefully observed at Bombay. Its centre was calculated to have been located not more than 500 miles from Ceylon. It is stated to have been the severest shock felt in the southern portion of India since the notable volcanic eruption in the Straits of Sunda and Java Coast in August 1883, when the effects in tidal waves were felt on the Ceylon Coast. No lives are reported as having been lost.

To be ready in case the emergency should arise, Lord Curzon, the Viceroy of India, has for some time past been quietly strengthening the forces stationed along the Burma-Chinese frontier, so that there would be no difficulty in moving a substantial column across the frontier. The Governor-General of French Indo-China, it seems, fears that when once the Burma railway system reaches the Chinese frontier at Kunlon Ferry, the trade of Yunnan will follow this shorter route to Europe, instead of moving via Tonquin, and he has accordingly been endeavouring to establish a commercial monopoly in favour of his own country.

Some little time ago the *Fleur de Lotus*, a Chinese junk, was picked up in the Indian Ocean by one of the Shell Line steamers and towed to Colombo. In the local court there the Shell Line claimed for towage and the junk was sold by auction and £1,100 realised. As to the distribution of this sum, the judge at Colombo has decided that the Shell Line must be reimbursed for their costs of sale and costs of sale from the proceeds of the sale, and that the rest of the money must be applied to the satisfaction of the claims of the crew for wages. Should there be any surplus after that, it is to be handed over to the master of the ship for the satisfaction of his claim for wages.

The serious falling off for many years past in the sale of China tea throughout Europe is mainly in consequence of the imperfect preparation of the leaf, thinks the *Illustrated Mail*, and whether the war will make any great difference to the demand for Indian and Ceylon tea nobody seems quite certain, although a good many people seem to think it may. The European market has become accustomed to the Indian and Ceylon prepared tea, and will not pay the same price for the Chinese, the *Mail* states. The war in China will further cripple the output, and India and Ceylon being both British possessions, the increasing prosperity of the tea trade in these countries is a matter by no means to be regretted.

The Foodway Daily Echo of the 22nd September contains the following items:—The wedding of Monsieur Doyère, Director of the Imperial Arsenal, with Mademoiselle Gourlaenen, daughter of Monsieur and Madame Gourlaenen, took place on Saturday last, the 13th inst., at the Mamoi, Catholic Church. The ceremony was performed by the Chaplain, the Rev. Father Gonzalez, in the presence of a crowded congregation of friends, amongst whom were H. E. Chan, Taster of the Imperial Arsenal, Mr. Worner, Vice-Consul for Great Britain, Dr. Underwood, and others. The Viceroy and Tatar-General were unavoidably unable to attend, but sent as representatives officials of good rank. The Rev. Father Gonzalez in his address at the close of the service was eloquent, pleasing and touching. The Right Rev. Bishop Masot pronounced the nuptial benediction. After the ceremony Monsieur and Madame Gourlaenen entertained a large company at luncheon, when the health and happiness of the bride and bridegroom was proposed, and shortly afterwards the guests departed. Owing to the inclemency of the weather several invited friends were unable to be present. Mr. P. B. von Rautenfeld, the newly appointed Deputy Commissioner of Customs at this port, arrived per *a.s. Preussen*. Mr. von Rautenfeld was amongst the victims in the late, leaguered British Legation in Peking. Foochow was fortunate in not having the late typhoon pass any nearer to the port than it did. It was just close enough to render us the very unpleasant time we had in August last year, and that was all, no damage was done. As it happened, indeed, the unsettled weather, which its proximity brought about, was for the general good. The entry for rain, more rain, ceased, as well it might after the downpour there was from the 15th to the 19th inst. The lowest reading of the barometer was 29.45 on the 16th inst.

A successor to Lord Russell at Killowen will, it is understood, be appointed at the close of the Long Vacation in November. Raimour has it that the new Lord Chief Justice will be Lord Alverstone, who recently became Master of the Rolls, and that either Lord Justice Collins or Sir Edward Clarke will be appointed to the latter office.

Frummer H. Lloyd is back from South Africa with a bullet wound in his foot, won while taking up ammunition to the troops in the skirmish at the water works near Bloemfontein. He is the smallest boy in the British Army, and the youngest but one. His other battles were Paardeberg and Driefontein. He is proud to relate that he was photographed by Lady Roberts all by himself.

The *Review of the Week* is responsible for the statement that fraudulent solicitors exceed in number at present any other class of criminals. It would not be too much to say, adds that journal, that they also exceed any other class in turpitude. Many of the cases that have come before the courts during the last few weeks betray depths of villainy which ordinary thieves have no opportunity, even if they had the inclination, to achieve.

Two suits arising from the collision of the Norwegian steamer *Tellus* and the British steamer *Belgian King* near Point Arena on July 17 were filed in the United States District Court on August 1st. The circumstances attending the collision have already appeared in these columns and some little time ago the *Belgian King* sued the *Tellus* for towing her into port, and now the *Tellus* has filed the British steamer for \$45,000, the amount of the loss claimed to have been sustained through the *Belgian King* crashing into the *Tellus*. The *Belgian King* is owned by the *Belgian King* and *Belgian King* for \$3,250, the amount of the loss claimed to have been sustained to the coal cargo.

Among the last batch of Boer prisoners landed at Colombo a few days ago by the transport *Dilecta*, nearly all Europe was represented, the best portion of prisoners being French, German, Russian, Dutch, Austrians, Spanish, Belgians, Italians, Danes, and two Scots. Field Cornet Paul Kruger, a son of President Kruger, was amongst the number. He is a true type of the sturdy wily Boer, says the *Ceylon Observer*, and is about forty years of age and of generally robust appearance. He alleges that he was taken at his farm and when asked if he had engaged in much fighting, gleefully "winked the other eye"—for want of a better expression. Commandant Duplessis, another prisoner, is an old man, approaching upon 60 years of age and rather decrepit in appearance, but evidently with an abundance of latent energy. He was wounded when fighting against our "B.P." at Rastenburg and was taken prisoner at the house of a burgher. He was wounded through the chest, was being tended by his friends. He seems to be a core in extent recovered and is stated to be very thankful for the medical skill employed on him by the British Surgeons. Commandant Steyn and Field-Cornet Botha, who are in the batch, are close relatives of their better known namesakes. All the officers were anxious to know how the war was proceeding and enquired anxiously whether Olivier or Delany had been taken, stating that the latter, if only given sufficient scope, would prove himself even superior to the famous Christian de Wet.

The Japanese battleship *Asahi*, which has just made a capital run out from the Clyde, where she was built, is said to have the distinction of being the heaviest battleship afloat, having a displacement of 15,200 tons—200 tons above that of the heaviest British warships—the new vessels of the *Formidable* class. Shortly after she was launched she went abroad at Southsea, but was safely refitted from what was apparently a dangerous position. Since then she underwent her steam trials and finally left Portsmouth on the 1st July, and had an uneventful voyage. Off Scotland very heavy seas were encountered which, however, had no effect on the vessel. Coming through the Suez Canal much care had to be exercised, seeing that she has a draught of nearly 28 feet, but she was considerably lightened by burning up almost all the coal, and carrying only just sufficient to make the passage of the Canal. The *Asahi* with her great weight, and formidable ram, the more so as the stem, strongly supported, is arranged as a powerful spur and is well adapted for this purpose. With the experience gained in the China-Japan war, against having inflammable material on board, the *Asahi* has been built almost entirely of steel, and very little wood is used even on the decks. She is fully protected with belts of Harvey steel of varying thickness, great care being exercised in the disposal of the protective material, and it might be mentioned that the main belt, 9 in. thick, extends for a length of 250 ft. amidships, the lower edge of the armour being 5 ft. 6 in. below water, and the upper edge 2 ft. 8 in. above water. Other parts of the sides are covered with 6 in. thick armour, while the vitals of the ship are rendered more secure by a heavy protective deck. The forward conning tower is a mass of Harvey steel, the armour being 14 in. thick; while the protection of the after tower is 3 in. thick. The armour, which is of Elswick design, is of the best. There are 12-in. two forward and two aft, and 14-in. quick-firers, 20 12-pounders, 8 3-pounders, and 4 21-pounder guns, besides a submerged torpedo tube. The manipulation of the turret and all the operations of loading and laying the guns are performed by hydraulic power, and all the gun shields which revolve with the turrets. The *Asahi* on reaching Japan will be used as the leading flagship of the Navy. The Admiral's cabin, ward rooms, etc., are luxurious, fitted, and a perfect system of electric lights and telephones are used throughout.

TELEGRAMS.

"DAILY PRESS SERVICE."

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI 28th September, 9.25 p.m.

THE FUTURE CAPITAL OF CHINA.—
IMPORTANT IMPERIAL DECREE.

An Imperial Decree, dated the 18th, formally announces that Hsianfu is to be the future capital of China, and orders Tuan Fang, the Acting Governor of Shensi, to prepare the palace.

Economy is enjoined on account of hard times.

Huang, the Admiral of the Yangtze, has been appointed Vice-Generalissimo of the Foyang forces, under Yung-Lai, the commanding Lui Kung-yi to appoint most trusted officials as Acting Admiral of the Yangtze and Provincial Chief Commander of Kiangnan.

REUTER'S SERVICE.

LONDON, 26th September.

THE POWERS IN CHINA.

Russia and Japan have assented to the German note. It is stated that Lord Salisbury has verbally informed Count von Hatzfeldt-Weldenburg that Great Britain is unable to agree to the German proposal.

LOSS OF A BRITISH TRANSPORT.

The transport *Suffolk* has sunk near Port Elizabeth: Nine hundred horses were lost.

THE ELECTIONS.

The electoral war is raging in all quarters and the papers are full of the speeches and manifestoes of political notables. The intervention of Lord Rosebery has greatly heartened the Liberals.

LONDON, 26th September.

GREAT BRITAIN AND GERMANY
IN CHINA.

Yesterday's statement that Lord Salisbury had verbally informed Count von Hatzfeldt-Weldenburg that Great Britain was unable to agree to Germany's proposal is incorrect. The British reply cannot be sent until further communication has been received from Peking.

THE SOUTH AFRICAN WAR.

General Buller and Ian Hamilton with 9,000 men are at Koomatipoort, where General Kitchener will arrive today.

THE ELECTIONS.

The Conservative papers are astonished and uneasy at the vigour and confidence displayed by the Liberals throughout the country.

THE DISTURBANCES IN CANTON
NEIGHBOURHOOD.

BRITISH FLAG FIRED ON.

We have received from Canton confirmation of the story given by our correspondent yesterday that as the Hongkong, Canton and Macao Steamboat Co.'s steamer *Lanching* was on her way up from Canton to Wuchow, she was fired at from the town of Luklu or Lak Low, near Kunchuck, on the 24th Sept. One Chinese member of her crew was wounded, and a European passenger (one of the I. M. Customs staff) was, we understand, also hurt.

The affair was reported to the French vessel of war *Armande*.

We await with interest to see what action the British Government will take to bring a stop to a state of things that has become intolerable.

FIRE AT KOWLOON LAST NIGHT.

Last night the harbour was lit up by a glare at first supposed to proceed from another burning junk in flames. It turned out, however, that some petroleum tanks near the Cosmopolitan Dock had caught fire, and it was not until about twelve o'clock that the glare died out. The damage must be considerable.

The following extract from a Stockton (Cal.) paper with reference to Dr. Beede, brother-in-law of Consul-General Willman and formerly U. S. Consul-Surgeon in Hongkong, will be interesting to our readers. Dr. W. M. Beede, after an absence of several years, has resumed the practice of his profession in this city. He has not been absent so long as to be forgotten by his wide circle of acquaintances here. The doctor was Coroner for San Joaquin county back in the '80's, and for nearly twelve years was one of the best known and most successful physicians in this county. Five years ago he went to San Francisco, where he became associated with the celebrated surgeon Dr. R. Beverly Cole, and held the post of Instructor in Surgery at the University of California. His skill was soon brought into prominence, and he has since been honoured with the appointment of United States Consul-Surgeon at Hongkong. He remained at this place, three years, during which period he passed through two severe bubonic plague epidemics. After the American occupation of the Philippines Dr. Beede went to Manila, where he was made Chief Surgeon of the National Red Cross Hospital, and Acting Surgeon at San Juan de Dios Hospital. It was at the latter institution that all the wounded insurgents were brought for treatment. Dr. Beede returns to Stockton with a wide and most valuable experience in medicine and surgery, having travelled and practiced extensively through China, Japan and the Philippine Islands.

[FROM OUR OWN CORRESPONDENT.]

tum was dreamed of, and it was only a question of one or two days that the officials and troops would declare for them also. The taking of the forts was a desperate remedy, and, like all such, created much disturbance in the body politic, but it certainly saved our lives. It is generally known that 8,000 men were sent marching from Letai to re-inforce the Chinese men at the forts at the moment of the attack.

JOINT STOCK SHARES.

MISCELLANEOUS.—Green Islands have been placed at \$20 each and at \$21 for December. Watsons at \$15; and China Hornets at \$10. Wattins are enquired for at \$10 and C. Residents at \$24.

MEMOR.—Douglas Steamship Company Meeting (ordinary) on the 24th instant. Insurance Society's Meeting (ordinary) on the 11th October. Hongkong and Kowloon Wharves Company's Call of \$25, on new payable on 29th instant.

GENERAL NEWS.

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BRITISH POLICY IN CHINA.

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lay in Singapore came to \$8,424.

LATEST STEAMER MOVEMENTS

The N. P. steamer *Victoria* sailed from
hams for Hongkong on the 28th inst.
The Silk ex C. P. R. steamer *Empress of*
arrived in New York on the 26th inst.
The Silk ex C. P. B. steamer *Tartar* ar-
rived in New York on the 26th instant.

the best preparation for dyeing the hair a permanent brown or black. Ask Stores and Chemists for ROWLAND'S articles, of 67, High Street, London. 14

32-4 | kai, terminating at Mengtze in Yunnan
that in time a continuous railway be
Saigon in the south and Mengtze in the
will enable passengers, goods, and troops

Subscription for China, Japan, Straits
Rupees 18 per annum in advance. Receipt
Hongkong Daily Press Office.

Subscription for China, Japan, Straits
Rupees 18 per annum in advance. Receipt
Hongkong Daily Press Office.

Hongkong Daily Press Office.

NEW ADVERTISEMENTS

CHINESE IMPERIAL GOVERNMENT
7 PER CENT.SILVER LOAN OF 1886, E.
29TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this Loan will be PAYABLE at the Office of the Corporation on and after the 29th September, 1900.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
Agents issuing the Loan.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 29th September, 1900. [2538]

JUST RECEIVED.

HASTINGS' and NEPHEW YORK CUT HAMS.
CALVERT'S CARBOLIC SOAP.
CALVERT'S CARBOLIC TOOTH PASTE.
CALVERT'S CARBOLIC TOOTH POWDER.

CUTICURA SOAP.
KESTONE BEEF WINE.
H. RUTONJEE,
5, D'Almeida Street,
and
22, Elgin Road, Kowloon.
Hongkong, 29th September, 1900. [2536]

HONGKONG ELECTRIC COMPANY, LIMITED.
NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900. Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2534]

HONGKONG ELECTRIC COMPANY, LIMITED.

TENDERS are invited for the Allotment of the Unissued balance of New Shares (4104 Shares). Dollars Five per Share paid up. PAYABLE on the 1st November, 1900. Tenders will be received up to the 20th of October, 1900. Tenders under par will be considered, and the Allotment will be made preferably to Shareholders.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2535]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Roach, will be despatched for the above ports TO-MORROW, 30th instant, at DAY-LIGHT.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 29th September, 1900. [2531]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"ESMERALDA,"
Captain Geo. T. Blaxland, will be despatched as above on MONDAY, the 1st October, at 3 P.M.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light. A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th September, 1900. [2532]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"YUENSANG,"
Captain Rolfe, will be despatched as above on TUESDAY, the 2nd October, at 5 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 29th September, 1900. [2533]

THE HONGKONG WEEKLY PRESS is

now ready and contains—

Leading Articles—

The Emperor's Restoration: a Preliminary to Peace.

Looting and its Concomitants.

The First Entry into Peking.

The China Association.

The P. W. D. and Dangerous Buildings.

The Crisis: Telegrams.

The Royal Naval Canton.

Supreme Court.

Sanitary Board.

Hongkong Branch of the China Association.

Peking During the Siege and After.

The Story of Peking.

The Crisis in China.

The Naval Yard Extension.

The Volunteers' Concert.

Trial Trip of the s.s. "Stanley."

Canton.

Macao.

Consular Report.

Correspondence.

Hongkong Cotton Spinning, Weaving and Dyeing Co.

NEW ADVERTISEMENT

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held at the Freemasons' Hall, 2, Zealand Street, on THURSDAY, the 4th October, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 29th September, 1900. [2537]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-DAY (SATURDAY),
the 29th September, 1900, at Noon, at his Sales Room, Duddell Street,

A QUANTITY OF
ENGLISH CIGARETTES
(well-known brand of HUDSON & Co.),
Consisting—

1,000 Tins each 50 GOLD TIPPED (Bal Masque).

5,000 Tins each 10 GOLD TIPPED (Bal Masque).

2,500 Packets each 20 CORK TIPPED (Gold Filigree). All in excellent condition.

TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 29th September, 1900. [2505]

NOTICE OF SALE BY PUBLIC AUCTION.

STEAMSHIP "CAPE CLEAR."

THE BANGKOK DOCK CO., LIMITED,
hereby give notice that they will offer for Sale by Public Auction,
TO-DAY (SATURDAY),
the 29th day of September, 1900, at 4 P.M.,
at the Dock Company's Premises, the
S.S. "CAPE CLEAR."

A powerful Steel Screw Tug-boat, built by DAY, SUMMERS & Co., Southampton. Length over all 122 feet. Beams 22 feet. Depth 10 feet. Mean Draft 7' 6". Gross Tonnage 170 Tons.

BOILER.

Return Multitube. Diameter 10' 6". Length 9' 0". W. P. 70 lbs.

ENGINES.

Compound Surface Condensing Marine Type Cylinders 19" and 38", Stroke 22", N. H. P. 75. Speed about 11 Knots.

Two holds with extra long hatchways, suitable for shipping timber or machinery.

Upper deck about half the length of Vessel with Chart House and Steering Gear.

Large Cabin with 1st and 2nd Class Bathrooms and European and Native Galleys on Main Deck.

Powerful Cargo Steam Winch and Windlass, driven by "Messenger."

Complete Towing Apparatus with disengaging hook, &c., &c.

Two Lifeboats, complete with davits, blocks and falls.

Steel Tanks to contain 1,500 gallons fresh water.

The Hull and Machinery have just undergone an extensive overhaul and a complete set of New Drawings for both decks have been supplied.

The Vessel will be under steam and will leave the Dock Co.'s premises at 2 P.M. on the 29th September, 1900, for a three-hours' trip, and intending purchasers are invited on board for this trip.

Note.—The Steamer will be sold at the risk and cost of any person or persons claiming to have any interest in her.

Terms.—Cash. Delivery to be taken immediately after the sale.

Hongkong, 21st September, 1900. [2466]

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions from the Mortgagee to Sell by
PUBLIC AUCTION,
on
FRIDAY,
the 5th October, 1900, commencing at 2.30 P.M.,
at his Offices in Duddell Street,
the following
VALUABLE LEASEHOLD PROPERTY.

Lot No. 1.—THE PIECE OR PARCEL OF GROUND and premises thereon now known as No. 73, Wanchai Road. Held from the Crown for a term of 999 years from the 25th June, 1875. Area—630 square feet. Proportioned Crown Rent—\$10.63.

Lot No. 2.—THE PIECE OR PARCEL OF GROUND and premises thereon now known as No. 75, Wanchai Road. Held from the Crown for a term of 999 years from the 25th June, 1875. Area—825 square feet. Proportioned Crown Rent—\$12.72.

Lot No. 3.—THE PIECE OR PARCEL OF GROUND and premises thereon now known as No. 77, Wanchai Road. Held from the Crown for a term of 999 years from the 25th June, 1875. Area—910 square feet. Proportioned Crown Rent—\$14.03.

For Further Particulars and Conditions of sale, apply to—
Messrs. DEACON AND HASTINGS,
No. 10, Queen's Road Central,
Solicitors for the Vendor,
or to the
AUCTIONEER.

Hongkong, 29th September, 1900. [2526]

W. B. BREWER & CO.

NEW BOOKS.

Bretschneider's Revised Map of China ... \$ 6.50

European Settlements in the Far East ... 3.50

China of To-day: The Yellow Peril, Paris 1 and 2 ... 35

Strand Magazine, Volume for 1900 ... 4.00

Windsor Magazine, Volume for 1900 ... 3.50

The Imperial Packet of 24 London Views South Africa, by Prof. Mackenzie and Stand ... 6.50

The Siege of Ladysmith in 120 Pictures Volumes 7, 8, and 9 of Navy and Army Illustrated—Surplus Stock ... 6.50

The Father Confessor, by Shorter ... 1.50

A Prince of Swindlers, by Boothby ... 1.50

The Ball of Torment, by Horning ... 1.50

China, the Long-lived Empire, by Mrs. ... 1.50

The Overland to China, by Colquhoun ... 0.50

New Stock Egyptian and Wills Cigarettes, 23 & 25, Queen's Road, Hongkong. [31]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office THIS DAY (SATURDAY), the 29th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 29th September, both days inclusive.
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 29th September, 1900. [2468]

THE HONGKONG COTTON SPINNING, WEAVING, AND DYEING COMPANY, LIMITED.

NOTICE.

At an Informal Meeting of the Shareholders in above Company, held at the Office of the General Managers on Monday, September 24th, the following resolution was carried unanimously—

"That the General Managers be empowered to accept a mortgage on the property of the Company for the amount of their loan to the Company, and to issue Preference Shares for the sum of \$990,000, which shall be offered to the present Shareholders first, and any balance not taken up by Shareholders to be offered to the General Public."

Before calling a Special General Meeting of Shareholders to discuss the said resolution, the General Managers desire to, and hereby do, invite Shareholders to intimate to them the extent to which they would be prepared to take up such Preference Shares, also at the same time to indicate the rate of interest thereon that they would be willing to accept.

(Sgd.) JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th September, 1900. [2516]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that SCRIPS Number 1,350 to 1,362 for 300 SHARES of the above Company, numbered 119,683 to 119,982, in the name of S. Y. TONG, of Tientsin, and that SCRIPS Number 1,369 to 1,374 for 600 Shares of the above Company, numbered 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrrips for same will be issued after One month from the date hereof, and the Original Scrrips will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 30th August, 1900. [2311]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a General Meeting held in London recently an INTERIM DIVIDEND at 3 per cent. was declared on the Company's Preference Shares for the six months ending 30th June, this being at the rate of 6 per cent. per Annum. Also an INTERIM DIVIDEND of 8s. per Share, or 5 per cent. for the Half-year, on Ordinary Shares (25 paid up), this being at the rate of 10 per cent. per Annum.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th current to 1st proximo, both days inclusive.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 17th September, 1900. [2431]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are reminded that the premium of \$25.00 per Share of the New Issue of Capital authorised at the Extraordinary General Meeting of the Company held on 4th May, 1900, is PAYABLE on or before MONDAY, the 1st of October next.

The TRANSFER BOOKS of the Company will be CLOSED from 27th to 28th September, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 21st September, 1900. [2469]

TEBRAU-PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1 per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE on 5th October next, to the undersigned at the Registered Office of the Company, 38 and 40, Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2347]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-SEVENTH ORDINARY YEARLY MEETING of the SOCIETY will be held at the Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 11th October, 1900, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the year 1899 and for the half-year ending the 30th June, 1900, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 1st to 11th October, both days inclusive.

By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 21st September, 1900. [2470]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (Noon), on SATURDAY, the 13th proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 13th proximo, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Canton Insurance Office, Limited.
Hongkong, 25th September, 1900. [2489]

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND ... \$10,000,000
STERLING RESERVE ... \$10,000,000
SILVER RESERVE ... 2,000,000
RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

COURT OF DIRECTORS.
N. A. SIEBS, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.
E. Goetz, Esq.
Hon. R. M. Gray
A. Hault, Esq.
Hon. J. J. Kewrick
D. Meyer Moses, Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON.
MANAGER: Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum.
" " " 6 " " 4 1/2 " " " " " 3 " " 3 1/2 " " " " " 2 " " 2 1/2 " " " " " 1 " " 1 1/2 " " " " " 1/2 " " 1/2 " " " " " 1/4 " " 1/4 " " " " " 1/8 " " 1/8 " " " " " 1/16 " " 1/16 " " " " " 1/32 " " 1/32 " " " " " 1/64 " " 1/64 " " " " " 1/128 " " 1/128 " " " " " 1/256 " " 1/256 " " " " " 1/512 " " 1/512 " " " " " 1/1024 " " 1/1024 " " " " " 1/2048 " " 1/2048 " " " " " 1/4096 " " 1/4096 " " " " " 1/8192 " " 1/8192 " " " " " 1/16384 " " 1/16384 " " " " " 1/32768 " " 1/32768 " " " " " 1/65536 " " 1/65536 " " " " " 1/131072 " " 1/131072 " " " " " 1/262144 " " 1/262144 " " " " " 1/524288 " " 1/524288 " " " " " 1/1048576 " " 1/1048576 " " " " " 1/2097152 " " 1/2097152 " " " " " 1/4194304 " " 1/4194304 " " " " " 1/8388608 " " 1/8388608 " " " " " 1/16777216 " " 1/16777216 " " " " " 1/33554432 " " 1/33554432 " " " " " 1/67108864 " " 1/67108864 " " " " " 1/134217728 " " 1/134217728 " " " " " 1/268435456 " " 1/268435456 " " " " " 1/536870912 " " 1/536870912 " " " " " 1/1073741824 " " 1/1073741824 " " " " " 1/2147483648 " " 1/2147483648 " " " " " 1/4294967296 " " 1/4294967296 " " " " " 1/8589934592 " " 1/8589934592 " " " " " 1/17179869184 " " 1/17179869184 " " " " " 1/34359738368 " " 1/34359738368 " " " " " 1/68719476736 " " 1/68719476736 " " " " " 1/137438953472 " " 1/137438953472 " " " " " 1/274877906944 " " 1/274877906944 " " " " " 1/549755813888 " " 1/549755813888 " " " " " 1/1099511627776 " " 1/1099511627776 " " " " " 1/2199023255552 " " 1/2199023255552 " " " " " 1/4398046511104 " " 1/4398046511104 " " " " " 1/8796093022208 " " 1/8796093022208 " " " " " 1/17592186044416 " " 1/17592186044416 " " " " " 1/35184372088832 " " 1/35184372088832 " " " " " 1/70368744177664 " " 1/70368744177664 " " " " " 1/140737488355328 " " 1/140737488355328 " " " " " 1/281474976710656 " " 1/281474976710656 " " " " " 1/562949953421312 " " 1/562949953421312 " " " " " 1/1125899906842624 " " 1/1125899906842624 " " " " " 1/2251799813685248 " " 1/2251799813685248 " " " " " 1/4503599627370496 " " 1/4503599627370496 " " " " " 1/9007199254740992 " " 1/9007199254740992 " " " " " 1/18014398509481984 " " 1/18014398509481984 " " " " " 1/36028797018963968 " " 1/36028797018963968 " " " " " 1/72057594037927936 " " 1/72057594037927936 " " " " " 1/144115188075855872 " " 1/144115188075855872 " " " " " 1/288230376151711744 " " 1/288230376151711744 " " " " " 1/576460752303423488 " " 1/576460752303423488 " " " " " 1/1152921504606846976 " " 1/1152921504606846976 " " " " " 1/2305843009213693952 " " 1/2305843009213693952 " " " " " 1/4611686018427387904 " " 1/4611686018427387904 " " " " " 1/9223372036854775808 " " 1/9223372036854775808 " " " " " 1/18446744073709551616 " " 1/18446744073709551616 " " " " " 1/36893488147419103232 " " 1/36893488147419103232 " " " " " 1/73786976294838206464 " " 1/73786976294838206464 " " " " " 1/147573952589676412928 " " 1/147573952589676412928 " " " " " 1/295147905179352825856 " " 1/295147905179352825856 " " " " " 1/590295810358705651712 " " 1/590295810358705651712 " " " " " 1/1180591620717411303424 " " 1/1180591620717411303424 " " " " " 1/2361183241434822606848 " " 1/2361183241434822606848 " " " " " 1/4722366482869645213696 " " 1/4722366482869645213696 " " " " " 1/9444732965739290427392 " " 1/9444732965739290427392 " " " " " 1/18889465931478580854784 " " 1/18889465931478580854784 " " " " " 1/37778931862957161709568 " " 1/37778931862957161709568 " " " " " 1/75557863725914

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL.	CLYDE	Brit. str.	11th Sept.	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
LONDON VIA SUEZ CANAL.	ALCANTARA	Brit. str.	11th Sept.	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUEZ CANAL.	PAULINA	Brit. str.	11th Sept.	E. G. Andrews	P. & O. S. N. Co.	On or about 4th Oct.
LONDON VIA SUEZ CANAL.	INDUS	Brit. str.	11th Sept.	Dickens	BUTTERFIELD & SWIRE	On 10th Oct.
BREMEN, VIA PORTS OF CALL.	HAMBURG	Ger. str.	11th Sept.	Riley	BUTTERFIELD & SWIRE	On 3rd Oct., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	BINGO MARU	Jap. str.	11th Sept.	F. K. Davies	MELCHERS & CO.	On 24th Oct., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TAMBA MARU	Jap. str.	11th Sept.	J. W. Wale	NIPPON YUSEN KAISHA	On 19th Oct., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	INDUS	Brit. str.	11th Sept.	J. W. Wale	NIPPON YUSEN KAISHA	On 8th Oct., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SAXONIA	Ger. str.	11th Sept.	Jager	MELCHERS & CO.	On 8th Oct.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	BANDER	Ger. str.	11th Sept.	Jacobus	CARLOWITZ & CO.	On or about 23rd Oct.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SARINIA	Ger. str.	11th Sept.	Schlaefke	CARLOWITZ & CO.	On or about 31st Oct.
HAVRE, BREMEN & HAMBURG V. COLOMBO	KONIGSBERG	Brit. str.	11th Sept.	Schneider	SHAW, TOMES & CO.	On or about 10th Nov.
HAVRE & HAMBURG	ANAPI	Brit. ship	11th Sept.	Hildebrandt	SHAW, TOMES & CO.	Quick despatch.
HAVRE & HAMBURG	SACHEN	Brit. str.	11th Sept.	R. Archibald, R.N.R.	DODWELL & CO., LIMITED	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	11th Sept.	F. McNair	CARLOWITZ & CO.	On or about 15th Oct.
NEW YORK VIA SUEZ CANAL	QUEEN ADELAIDE	Brit. str.	11th Sept.	F. McNair	CARLOWITZ & CO.	On 24th Oct.
YANCOUVER, VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	11th Sept.	A. E. Moses	DODWELL & CO., LIMITED	To-day, at Noon.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	DURIC	Brit. str.	11th Sept.	C.H.S. Toque, R.N.R.	TOYO KISEN KAISHA	On 13th Oct., at Noon.
SAN FRANCISCO VIA AMOY, &c.	YAWATA MARU	Jap. str.	11th Sept.	N. Trent	PACIFIC MAIL S. S. CO.	On 23rd Oct.
SAN FRANCISCO VIA SHANGHAI, &c.	ROHILLA	Jap. str.	11th Sept.	E. W. Haswell	O. & S. S. Co.	On 26th Oct., at 4 P.M.
AUSTRALIAN PORTS.	KASUGA MARU	Jap. str.	11th Sept.	Flandin	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	LAOS	Ger. str.	11th Sept.	G. Huettemann	NIPPON YUSEN KAISHA	On 12th Oct., at Daylight.
KOBE & YOKOHAMA	LYEEMOON	Brit. str.	11th Sept.	G. Garrioch	MELCHERS & CO.	On 18th Oct., at Noon.
NAGASAKI, KOBE & YOKOHAMA	WHAMPOA	Brit. str.	11th Sept.	T. H. Hilde, R.N.R.	SHAW, TOMES & CO.	On or about 30th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SOCOTRA	Jap. str.	11th Sept.	Kaneh	BUTTERFIELD & SWIRE	On 1st Oct.
SHANGHAI	MAIDZURU MARU	Jap. str.	11th Sept.	S. Aizumi	P. & O. S. N. Co.	On or about 6th Oct.
SWATOW, AMOY & FOCHOW	AKASHI MARU	Jap. str.	11th Sept.	K. Suzuki	DOUGLAS LARPAK & CO.	To-morrow, at Daylight.
SWATOW, AMOY & TAMSUI	MAJIB JEBSEN	Brit. str.	11th Sept.	Finlayson	TOYO KISEN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	NANCHANG	Brit. str.	11th Sept.	Wignall	TOYO KISEN KAISHA	On 3rd Oct., at Daylight.
FOCHOW VIA SWATOW & AMOY	LOONGSANG	Brit. str.	11th Sept.	Gao, T. Blackland	TOYO KISEN KAISHA	On 10th Oct.
AMOY, SAMARANG & SOURABAYA	ESMERALDA	Brit. str.	11th Sept.	Rolle	TOYO KISEN KAISHA	To-day.
SAMARANG & SOURABAYA	LEGASPI	Brit. str.	11th Sept.	Ponnetfather	BUTTERFIELD & SWIRE	On 2nd Oct.
MANILA	YUENSANG	Brit. str.	11th Sept.	J. G. Offert	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA VIA AMOY	KATFONG	Brit. str.	11th Sept.	C. Matcovich	SHAW, TOMES & CO.	On 2nd Oct., at 3 P.M.
MANILA VIA AMOY	CATHERINE APCAR	Brit. str.	11th Sept.		SANDER, WIELER & CO.	On 2nd Oct., P.M.
SINGAPORE, PENANG & CALCUTTA	MELBOMNE	Brit. str.	11th Sept.			

SHIPPING.

ARRIVALS.
Sept. 28, HAITAN, British str., 11th Sept. Roach, Fochow, via Ports 27th September.
General—DOUTLAS LARPAK & CO.
Sept. 28, CHOWHAI, German str., 1,115, J. A. Morris, Bangkok 20th Sept. and Swatow 27th, Rice and General—BUTTERFIELD & SWIRE.
Sept. 28, HOHIO, French str., 500, Merlees, Hoioh 27th Sept. General—A. R. MARU.
Sept. 28, PRETO, German str., 622, H. Grandi, Saigon 23rd Sept. General—SHIMMSEN & CO.
Sept. 28, MUTTRA, British transport, 4,604, D. C. Macintyre, R.N.R., Taku 21st September.
Sept. 28, KWANGTSE, British str., 1,367, R. L. Lincoln, Shanghai 25th Sept. General—CHINESE.

CLEARANCES.

At the HARBOR MASTER'S OFFICE.
28th SEPTEMBER.
Anjo, German str., for Amoy.
Blue Branch, British str., for Moji.
Kochidate Maru, Japanese str., for Moji.
Halling, French str., for Hoioh.
Pasha, British str., for Shanghai.
Shinwa Maru, Japanese str., for Manila.

DEPARTURES.

Sept. 28, IAKATA MARU, Jap. str., for Kobe.
Sept. 28, FORMOSA, British str., for Swatow.
Sept. 28, PETER RICKMERS, German ship, for Portland.
Sept. 28, HAITAN, French str., for Hoioh.
Sept. 28, EUSSEN, British str., for Shanghai.
Sept. 28, SHINWA MARU, Jap. str., for Sydney.
Sept. 28, NEVADA, British transport, for Taku.

VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Argus, Kong Beng, Vigilante, H.T.G.M.S. Tiger, Canton, Talles, Legazpi.
COSMOPOLITAN DOCK.—Stanfield, Hankow.

SHIPPING REPORTS.

The British steamer *Kowloon*, from Shanghai 25th Sept., had light variable winds to the Islands; thence to port moderate to strong N.E. winds and moderate following sea. Fine weather throughout.
The British steamer *Chowhai*, from Bangkok 20th Sept. and Swatow 27th, had moderate to strong monsoon from Bangkok to Swatow, with smooth sea. From Swatow to port strong easterly winds and moderate high sea with clear weather.
The British steamer *Haitan*, from Fochow, Amoy and Swatow 27th Sept., had moderate N.E. breeze and sea, fine and clear weather to Amoy and Swatow. From Swatow to port strong N.E. breeze and rough sea. Vessel in Amoy—H.M.S. *Ida*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
Norwood, British ship, Thos. Roy.—Order.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE,"
Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this Office on SATURDAY, the 29th September, 1900, at Noon, taking passengers and cargo for the above ports.

Ships and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 17th September, 1900.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain J. G. Offert, will be despatched for the above ports TO-DAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 22nd September, 1900. [2474]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above TO-DAY, the 29th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 25th September, 1900. [2468]

TAIKOO SUGAR REFINING COMPANY, LIMITED.

FOR AMOY, SAMARANG AND SOURABAYA.

THE Company's Steamship

"MARIE JEBSEN,"
will be despatched as above TO-DAY, the 29th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th September, 1900. [2527]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 30th instant, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 24th September, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"LAOS,"
Captain Flandin, will be despatched for the above ports on or about SUNDAY, the 30th instant, instead of as previously notified.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 27th September, 1900. [2]

SAIL TO NEW YORK.

THE Sailing Vessel

"SACHEM,"
will sail for the above port on or about 30th September, 1900.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 17th September, 1900. [2429]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"
Captain G. Heuerman, will be despatched for the above port on MONDAY, the 1st October, at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.

Hongkong, 28th September, 1900. [2511]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA,"
Captain Garrioch, will be despatched as above on MONDAY, the 1st October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th September, 1900. [2528]

HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SAXONIA.....HAYRE, BREMEN and HAMBURG On 8th October Freight.

ASTORIA.....NEW YORK VIA SUEZ CANAL About 15th October Freight.

DAMBERG.....HAYRE & HAMBURG About 23rd October Freight.

SARINIA.....HAYRE & HAMBURG About 31st October Freight and Passage.

KONIGSBERG.....HAYRE & HAMBURG About 10th November Freight and Passage.

Capt. Schneider (London with transhipment in Hamburg) Freight and Passage.

*These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Hongkong, 21st September, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BINGO MARU.....MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 5th Oct., at DAYLIGHT.

AWA MARU.....KOBE and YOKOHAMA FRIDAY, 12th Oct., at DAYLIGHT.

KASUGA MARU.....NAGASAKI, KOBE and YOKOHAMA THURSDAY, 18th Oct., at NOON.

TAMBA MARU.....MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 19th Oct., at DAYLIGHT.

YAWATA MARU.....THURSDAY ISLAND, TOWNSVILLE and BRISBANE via MANILA, SYDNEY and MELBOURNE FRIDAY, 26th Oct., at 4 P.M.

A. E. Moses.

Through-Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 22nd September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900

"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900

"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and the appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender Street.

Hongkong, 29th September, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 17th October.

SACHSEN WEDNESDAY 31st October.

OLDENBURG WEDNESDAY 14th November.

BAYERN WEDNESDAY 23rd November.

STUTTGART WEDNESDAY 12th December.

KONIG ALBERT WEDNESDAY 26th December.

PRINZ HEINRICH WEDNESDAY 9th January, 1901.

PRINZESS IRENE WEDNESDAY 23rd January, 1901.

PREUSSEN WEDNESDAY 6th February, 1901.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 20th February, 1901.

SACHSEN WEDNESDAY 6th March, 1901.

KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY

ON WEDNESDAY, the 3rd day of October, 1900, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINE, Captain Knech, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 1st October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

VESSELS ON THE BERTH
FOR MANILA AND ILOILO.

THE Steamship
"LEGASPI."
Captain Iribar, will be despatched as above on TUESDAY, the 2nd October, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
MARRAS & HERMANOS,
Agents.
Hongkong, 27th September, 1900. [2530]

CHINA NAVIGATION COMPANY, LIMITED.

FOR ILOILO AND CEBU.
"KAIFONG."
Captain Pennefather, will be despatched as above on TUESDAY, the 2nd October, at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1900. [2493]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.
(In close connection with the Co.'s accelerated line to Trieste.)

THE Company's Steamship
"MELPOMENE."
Captain C. Matovich, will be despatched as above on TUESDAY, the 2nd October, p.m.
For Information as to Passage and Freight, apply to
SANDER WIELER & CO.,
Agents.
Hongkong, 28th September, 1900. [16]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 3rd Oct., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th September, 1900. [1443]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU"
will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, and to the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 14th September, 1900. [15]

VESSELS ON THE BERTH.
CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.
"NANCHANG."
Captain Finlayson, will be despatched as above on TUESDAY, the 2nd October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1900. [2475]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
"ALCINOUS."
Captain Palford, will be despatched as above on TUESDAY, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th August, 1900. [2278]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"MARIA DE LARRINAGA"
will be despatched for the above port on or about the 6th October, 1900.
For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 21st September, 1900. [2472]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
"AKASHI MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 10th October.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th September, 1900. [2524]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 13th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 19th September, 1900. [15]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA in connection with IPO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA, and thence to CALCUTTA for COAST and PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITEERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th October, 1900, at 1 p.m., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. Polynesia, which vessel takes on her Passengers and Mails leaving that port on the 20th October, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 7th October. (Parcels are not to be put on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th September, 1900. [2]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.
CORPIS (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at Noon.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 28th September, 1900. [4]

HONGKONG STEAMERS.

Amigo, German str., 771, Bendixen, Sept. 19, Jelsens & Co.
Babelsberg, Ger. str., 1,378, Reckmann, Sept. 21, East Asiatic Trading Co.
Canton, British str., 1,101, Lawrence, Sept. 13, Jardine, Matheson & Co.
Catherine, Brit. str., 1,730, Olifant, Sept. 21, David Sasson, Sons & Co.
Chowat, German str., 1,115, Morris, Sept. 28, Butterfield & Swire.
Clawpan, British str., 1,282, Messer, Sept. 27, Brailley & Co.
Clyde, British str., 2,198, Valentini, Sept. 27, P. & O. S. N. Co.
Cymbeline, British str., 2,150, Edward, Sept. 24, Standard Oil Co.
Daphne, German str., 1,250, Nissen, Sept. 25, Siemssen & Co.
Elm Branch, British str., 2,163, Iliff, Sept. 25, M. B. Kaisha.
Fitzgerald, Brit. str., 2,383, Renton, Sept. 22, Dowell & Co. Limited.
Glochester City, Brit. str., 1,409, Nilson, Sept. 25, Butterfield & Swire.
Hailan, French steamer, 377, Merlees, Sept. 27, A. R. Marty.
Haitan, British steamer, 1,138, Roach, Sept. 28, Douglas Leysiek & Co.
Hohe, French str., 509, Merlees, Sept. 28, A. R. Marty.
Hongkong Maru, Jap. str., 3,437, Filmer, Sept. 26, Toyo Kisen Kaisha.
Kachidato Maru, Jap. str., 2,143, Fuzuki, Sept. 25, M. B. Kaisha.
Kaifong, British str., 1,244, Pennefather, Sept. 20, Butterfield & Swire.
Kong Bang, German str., 892, Facels, Aug. 23, Butterfield & Swire.
Kwanlo, British str., 1,467, Lincolne, Sept. 28, Chinese.
Logan, American str., 563, Iribar, Sept. 23, Lizaraga Hermanos.
Loongang, British str., 1,080, Weigall, Sept. 27, Jardine, Matheson & Co.
Loyal, German str., 1,237, Lorenzen, Sept. 25, Sander, Wieler & Co.
Maiden Maru, Jap. str., 557, Ogata, Sept. 26, M. B. Kaisha.
Malta, British steamer, 3,900, Cole, Sept. 27, P. & O. S. N. Co.
Marie Jolese, Ger. str., 1,700, Hemmert, Sept. 25, Jelsens & Co.

Nanchang, Brit. str., 1,009, Finlayson, Sept. 24, Butterfield & Swire.
Nuan Fung, German str., 823, Gosowisch, Sept. 26, Melchers & Co.
Pronto, German steamer, 632, Grandt, Sept. 28, Siemssen & Co.
Queen Adelaide, Brit. str., 1,335, McNair, Sept. 20, Dowell & Co. Limited.
Rohila, British str., 2,219, Toequn, Sept. 28, P. & O. S. N. Co.
Taisang, British str., 1,544, Wilde, Sept. 24, Jardine, Matheson & Co.
Tritos, German str., 1,083, Schlaikier, Sept. 21, Siemssen & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcorty, despatch-boat, 1,700 tons, 10 guns, 3,900 h.p., Comdr. C. F. M. Cradock, at Shanghai.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku.
Aretusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai.
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Clorby, R.N., at Hongkong.
Aurora, cruiser, 5,800 tons, 12 guns, 8,500 h.p., Capt. E. H. Early, at Weihaiwei.
Bardeur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, at Taku.
Bonaventure, cruiser, 4,300 tons, 18 guns, 9,000 h.p., Capt. J. C. Sable, at Shanghai.
Brisk, cruiser, 6 guns, 5,900 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.
Britannia, gunboat, 710 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Philip Walter, at Canton.
Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Woonang.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Widdington-Lynch, at Wulu.
Didon, cruiser, 2nd class, 5,000 tons, 11 guns, 4,000 h.p., Capt. F. E. Tilhard, at Shanghai.
Esk, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Capt. G. A. Colclough, at Taku.
Esk, gunboat, 263 tons, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Hankow.
Figue, torpedo-boat destroyer, 350 tons, 6 guns, 3,700 h.p., Lieut. and Comdr. Roger Keyes, at Shanghai.
Firebrand, gunboat, 455 tons, 4 guns, 330 h.p., in reserve at Hongkong.
Goliath, battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Hongkong.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.
Hermione, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Nanking.
Humber, storoship, 1,640 tons, Comdr. H. J. Davison, at Shanghai.
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,000 h.p., Capt. G. M. Henderson, at Amoy.
Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England.
Linnott, gun-vessel, 750 tons, 6 guns, 870 h.p., Comdr. Wm. W. Smythe, at Kinkiang.
Lizart, cruiser, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Shanghai.
Marathon, cruiser, 2,950 tons, 6 guns, Capt. John G. M. Field, at Hankow.
Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Swatow.
Orlando, cruiser, 5,000 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.
Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.
Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. P. R. Coode, at Weihaiwei.
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. R. G. Fraser, at Taku.
Pigmy, gunboat, 765 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. E. E. Green, at Woonang.
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Hankow.
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Shanghai.
Protector, gunboat, 320 tons, Captain W. R. Crosswell, C.M.G., at Shanghai.
Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. P. Corbett, at Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Kinkiang.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Chas. P. Corbett, at Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Oldham, at Wuhu.
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve at Hongkong.
Tamar, receiving ship, 4,510 tons, 6 guns, Comdr. Andrew Francis Powell, C.B., at Hongkong.
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei.
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong.
Undaunted, armoured cruiser, 5,600 tons, 12 guns, 6,500 h.p., Capt. A. C. Clarke, at Shanghai.
Wallace, cruiser, 2,449 tons, 8 guns, Capt. Noel, at Kinkiang.
Waterwitch, surveying ship, 620 tons, 400 h.p., Lieut. Comdr. W. O. Lyne, at Shanghai.
Whiting, torpedo-boat destroyer, 380 tons, 6 guns, 5,500 h.p., Lieut. and Comdr. Mackenzie, North.
Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. and Comdr. H. W. R. Watson, on Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, on Yangtze.

THE MUTUAL STORES.
SUB-AGENTS LIPTON, LD.,
8 and 10 D'AGUIAR STREET,
Provision and General Merchants.

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KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watchmakers, Japanese Curios and Blackwood Furniture, Opposite Post Office, 36, Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

WAH LOONG.
Gold and Silversmith, Silk Dresses, Crêpe Shawls, Ivory, Lacquerware, Fans, Curios, Etc., 33, Queen's Road Central.

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ASTERN ACETYLENE LIGHTING COMPANY. Head office, 62A, Queen's Road Central. Fittings of every description for the ACETYLENE LIGHT at lowest rates.

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WOODS & CO.
Dundell Street, Agents for American and European Export Houses.

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Enlarging, Developing, Printing, Modern Rates, 20a, Queen's Road East.

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PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SAW-VAGE PLANT READY AT SHORT NOTICE.

[1619]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zee-lai Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent, 8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL.
Excellent Accommodation, \$2.50 per day. 90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

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Contractor: 39, D'Aguiar Street. Local and Coast P. Buildings, Timber, Brick and Granite.
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Chemists and Druggists. High-class Aerated Waters, Dealers in Photographic Requisites. Queen's Road.

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Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.

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China Porcelain, Crockery Ware; 50a, Queen's Road Central.

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WONG HOMI.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

DRAPELERS

EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers. Low Prices; 37, 39, Wellington Street.

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Tailor, Draper and Outfitter; 67 and 69, Queen's Road.

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Proprietors of the following Celebrated Brands of Flour: "Sperry's xxx," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.
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LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.

JOINT STOCK SHARES.

MAILS WILL CLOSE.

TO-DAY.

Meeting of Shareholders of Douglas Steamship Co., noon.

Sale, Cigarettes, Sales Rooms, Mr. Geo. P. Lammer, noon.

The N. P. steamer *Victoria* sailed Yokohama for Hongkong on the 28th inst.

The N. P. steamer *Monmouthshire* from Portland for Japan and Hongkong on 14th inst.

The N. P. steamer *Goodwin* sailed

CLOSING QUOTATIONS.

OPIMUM.

Quotations are:— Allow'ce net. to 1 catty.

Malwa New	\$820	to \$830	per picul
Malwa Old	\$870	to \$880	"
Malwa Older	\$890	to \$900	"
P. P. per-wrapped	\$870	to —	"
Persian fine quality	\$930	to —	"
Persian extra fine	\$950	to —	"
Patna New	\$875	to —	per chest
Patna Old	\$ —		"
Benares New	\$905		"
Benares Old	\$ —		"

THE FRENCH MAIL.

The N. Y. K. steamer *Bingo Maru* (Europe Line) left Kobe via Moji for this port on the 26th September, and is expected to arrive on the 3rd October.

Co., Ltd.	CRAIGIEBURN HOTEL.
J. Y. V. VERNON, Broker.	Mrs. Arthur Anderson Miss Hartigan
	Miss Anderson Government Civil
	Miss H. Anderson pital Sisters
	Miss Bolton Rev. H. Goodman
	Hishon Burdon son

CHINA COAST METEOROLOGICAL

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B. J. BARLOW

Hongkong, 1st June, 1895.
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 MERCHANT NAVY
 NAVY BOILED
 LONG FLAX
 BELLANCE CROWN

TARPAULING
ARNHOLD, KAEFER
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KWONG CHI KOON.
 Hongkong, 5th May, 1900.

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